

ALASKA

STEAMSHIP COMPANY

Copper River &
Northwestern Ry.



THE ALASKA LINE

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Alaska Steamship Co.



WHEN planning your summer vacation trip, why not think seriously of a voyage to Alaska? It is America's last frontier; the region of great industrial development of the future; but, above all, the territory of enchantment. Even to those who for the past twenty years have annually made a voyage to the Northland, the lure of the country and its waterways, the ever-changing aspect and wonderful contrasts of the narrow spruce-bordered, salt-water passages, the turquoise blue glaciers, the midnight sun, the luxuriant growth of wild flowers, and then the remarkable progress shown in many of the modern towns, are never-ending sources of delight.

A mystic country, that, to the north, where the will-of-the-wisps are at play—the sun-dogs by day and the ghost-gleam at night; northern lights, they have named the pale specters that flit here and there in the sky. And the red midnight sun doubles back on his track, when the year-tide is full, in that land where the sunlight and shadow are wed.

A strange land it is, filled with contrast and charm. From the far frozen seas it sweeps south, many leagues, to the warm westward isles where the breath of the breeze from Japan fills the air. Silent snowfields lie sleeping, where the foot of the fairies may have danced, but no man's foot has trodden. Busy towns spring to life where restless human beings dig and scramble for gold; and the roar of blasts and din of noisy mills shatter the air night and day. Great cold peaks lift their pallid faces against skies so blue that it seems all the color in the world must have been spilled there; painted hills of the Yukon rise, like rainbows; or the soft, heavy greens of the coast slopes, with their filmy mist-mantles and rain-pearls.

Strange ice-rivers are there, and quaint Indian villages tucked away in the coves; weird totems, rich baskets, old carvings in ivory and slate—crude gropings toward art by a primitive race. Strong and vast is that land, and free and untamed, with the pulse of fresh life rising high in its veins.

Newest of all the corners of the continent, last of the borders to be subdued—the scene of action for tomorrow. Yet ancient and quaint, with an old-world civilization transplanted on its



The New Twin-Screw Steamer ALASKA

shores a century and a half ago, from the days when Baranof was the "Little Czar of the Pacific"; when the bells of the old California missions were cast in the foundries of Sitka, and Russian feet danced to Russian music in the castle on the hill. Have you seen the strange land?

Many days and long weeks would be needed to travel its length. Over mountains, along mighty winding rivers, and out again to the sea one would go. But the "panhandle" portion to the Southeast is the threshold; and from there one may glimpse the Great Country—Alaska.

A person unacquainted with the geography of the country may hesitate at the thought of making the Alaskan tour, but the territory is so easily accessible, the Alaska Steamship Company offers such frequent sailings from Seattle, the entire journey can be made in such restful comfort that there is no valid reason for imagining that the trip means any hardship. Quite to the contrary, it is a restful sea voyage, the greater portion of the time the vessel steaming through inside passages and making frequent stops at interesting points. The ten to twelve-day round-trip to Southeastern Alaska includes a visit to the wonderful Taku Glacier, or the longer voyage to Prince William Sound can be selected.

In sight of towering mountains, grotesque totems or prosperous mining or fishing villages, passing through a kaleidoscopic panorama of sunshine, icebergs, and dense foliage, whirled through the Copper River region by modern railroad train, or sitting on the after deck of a steamer passing along the frowning and towering walls of the Malaspina Glacier, which alone is greater in area than the whole of Switzerland, and which has for its background Mt. St. Elias and the majestic Fairweather range; such are random references to but a few of the many unique and interesting features of a journey to that colorful and enchanted land of the North.

A writer once said that Alaska was God's workshop; an artist remarked that in his eye it appeared that all the colors of the rainbow had there been gathered together. No pen or brush can aptly tell the story of the wondrous views there unfolded. In all the world there is no voyage combining so much in scenic sublimity and restful, care-free journeyings into an unknown land as in one of the possible trips to Alaska.

Hustling, hospitable Seattle is the port of departure for all vessels of the Alaska Steamship Company. It is easily reached from all California and southern sections by the through line of the Southern Pacific and from the entire Atlantic and central sections by many diverse lines making through connections with the Chicago, Milwaukee, St. Paul and Pacific, the Great Northern, Northern Pacific, and Union Pacific. The Alaska Steamship Company operates to all ports of call in southeastern Alaska, southwestern

Alaska and Bering Sea. It offers to the traveling public the choice of several wonderful trips to the Northland, the newest and most comprehensive, due to the completion of the Government Railroad (now known as The Alaska Railroad), being the wonderful Golden Belt Line Tour to Fairbanks in the interior of Alaska. This new tour into the very heart of primitive Alaska includes travel by ocean steamers, railroads and automobiles, with stops at McKinley National Park and Alaska "Sour-Dough Road Houses."

The portion of the Golden Belt Line Tour covering travel by railroad and automobile in the interior of Alaska is a continuation of our Prince William Sound Cruise, and is described in this folder immediately



Mt. McKinley, on The Alaska Railroad. Altitude 20,300 Ft. One of the Two Most Magnificent Sights in Alaska

following the description of that cruise.

"Inside Passage" Cruise

The first and shorter of these several cruises is the trip to southeastern Alaska, the famous "Inside Passage" cruise, this voyage consuming about ten to twelve days.

Leaving the South in the full glory of a Puget Sound summer night, Seattle, on her circling hills, smiles farewell and bon voyage as the steamers turn north with throbbing engines, like the pulses of eager seekers for fortune, who rushed to Alaska in mobs during the gold excitement of '97.



The attention of prospective tourists is particularly called to the fact that "The Alaska Line" steamers call at various salmon cannery and herring saltery ports in addition to regular ports of call shown herein. A trip on "The Alaska Line," therefore, is a leisurely cruise, and includes industrial as well as scenic Alaska. Alaska's fisheries are foremost in her list of industries.



By morning the green shores of Vancouver Island face the hills of the mainland across the waterway between. The salt air is fresh, and tired nerves begin to relax under the restful hand of the sea. Sleeping and eating are the main affairs of life; and the brisk constitutionals on the hurricane deck, the pleasant "steamer friendships" occasionally formed, the dancing after the dinner hour, the walks ashore, the glimpses of the new country, give interest to the days. The "Inside Passage," as it is called, winds through the protected channels of the Alexander Archipelago; and the three places on the voyage, where the open sea is encountered, are of a few hours' duration only, so that there is small chance of illness for an average sailor.



Childs Glacier on C. R. & N. W. Ry. 300 Ft. High, Mile Wide. One of the Two Most Magnificent Sights in Alaska

The country along these shores is storied territory, visited by the early navigators of the Pacific. Past Queen Charlotte Sound and the little stretch of open ocean, the hills grow more thickly timbered, little cataracts come tumbling down from the heights, and there is a sense of greenness, of unopened country, of loneliness, perhaps.

The boundary of Alaska begins at Dixon Entrance, at fifty-four degrees forty minutes north latitude. And here, also, in the popular notion of not many years ago, the reign of order ceased. We were told that

"There's never a law of God or man
Runs north of fifty-three."

Ketchikan, the first port of call in Alaska, is the largest in the territory, built up as a center for a variety of interests. It clings partly to a hillside, with the business portion along the level seashore. It is the port of departure for the new silver fields located at the head of Portland Canal—Hyder being the name of the town on the Alaskan side of the Canal just opposite Stewart, British Columbia. The fishing interests are extensive, this being one of the headquarters of the halibut industry of southeastern Alaska. One of the finest freezing and cold storage plants on the Pacific Coast is here, and there are several salmon canneries as well. In the late summer months, the spawning season, the salmon ascend the falls of Ketchikan Creek by thousands. A board walk follows the stream for miles into the valley, under the arching trees. The first totem poles to be seen are at the Indian village on the outskirts of the town.

Wrangell is the next stop, after more winding of the way and sailing past green shores and foamy cataracts. Wrangell is one of the oldest of the Alaskan towns, a military post having been established here by the United States Government at the time of the purchase of Alaska, and maintained until 1887. The first gold strike of importance was in the Cassiar Country, British Columbia, and as an outfitting center for this section, Wrangell grew to comparative bigness. The original route to the interior country, also, was by way of the Stikine River, opposite Wrangell. There is a large sawmill located here which sends its shingles and lumber all over Alaska. And here, also, are some of the oldest and most interesting of the native totems. After leaving Wrangell, the Southeastern

Alaska Route steamers enter Wrangell Narrows, where the banks are so close that a stone could be thrown ashore. The water whirls and eddies, and clouds drift past in the blue. The fair days are a study in color; the sunsets at sea paint the sky with flaming splendor—orange and amethyst, greens and rich gold, deep blues and amber. Or there are pale days, with pastel tints, subdued and elusive, that make an artist long for his brush, and a writer for his pencil. The gulls go softly along with the steamer, with deliberate flight, dropping down into the water, or floating upward into the clouds.

Petersburg is a lively fishing and lumbering town located inside the Narrows near the northern entrance. It is an active and growing town and has one of the largest salmon canneries in southeastern Alaska and is the headquarters of large halibut fishing operations.

Taku Glacier and the inlet of the same name are reached after a run through Frederick Sound and Stephens Passage, along the length of Admiralty Island. There are two of the ice rivers, really, almost side by side—splendid examples of the "dead" and "live" glaciers. The one to the left, gray, dingy, receding, with



the great terminal moraine between it and the sea; the live glacier, bright, sparkling and blue, a great wall of ice jutting over the water from which huge icebergs come tumbling with a crash like thunder, splashing the water high in air and filling the channel with fantastic shapes. The Indians have woven legends about it, and call it Sitth Klummu Gutta, The Spirit's home. The call at Taku Glacier is made, sometimes northbound and sometimes southbound, at the steamer's convenience.

Juneau, the capital of Alaska, is the next port of call. It is a pretty town at the foot of a towering mountain. There are some fine curio shops, a somewhat imposing capitol building, attractive homes and public structures. Silver Bow Basin, back of the town, is one of the most beautiful of mountain canyons in Alaska, and is the scene of gold mining operations. Juneau has good schools and a substantial business foundation. It also offers tourists an attractive automobile drive to Auk Lake and Mendenhall Glacier.

After leaving Gastineau Channel the steamer continues northward through Lynn Canal and passengers have a splendid view of Davidson Glacier.

Haines, starting point of the once famous Dalton Trail to the interior, before the Skagway Trail was opened, comes next. The territory of the Chilkat and Chilkoot tribes lies back of here.

Chilkoot Barracks, formerly Fort Wm. H. Seward, just adjoining, has one of the most picturesque locations imaginable and is the military headquarters for southeastern Alaska.

Skagway, at the head of Lynn Canal, has various claims to interest: historically, as the boom town that sprang to life in a night during the early days of the Klondike gold stampede; geographically, it is the gateway to the Canadian Yukon country, and during the summer months is filled with travelers. There are numerous hotels, curio shops, and some fine gardens. The wonderful railroad trip over the White Pass & Yukon Railroad to the summit of the White Pass and to Lake Bennett follows the old trail to the Klondike, and winds up to dizzy heights on the way. Whitehorse, on the Yukon River, is the terminus, and, from here the steamers leave for Dawson.

In addition to the short trip to Lake Bennett, the White Pass & Yukon Route offers very attractive side trips from Skagway to Lake Atlin and return, including a visit to Whitehorse, and to Dawson and return. The two trips may be combined and one or both made between steamers at Skagway.

And thus over a thousand miles from Seattle does the traveler find himself in these four to five days sailing along the shores of the "Great Country." And before him open many ways and many wide miles more.

Sitka, the old Russian capital of Alaska is visited southbound. This is a most interesting port, both scenically and historically. Here will be found one of the old Russian churches, the interior of which awes one with its primitive splendor. Here, too, will be found a "Lover's Lane," a very picturesque tree shaded trail, lined here and there with totems of every kind. In the early

days the bells for the California missions were cast in Sitka foundries.

So, like the shifting pictures of a panorama, the scenes of the changing days in the far country flash upon the memory, when the traveler has reached his home, and recalls in thought and word that wonderful voyage of over two thousand miles of continuous ever-changing panorama of pioneer towns, canneries, passing steamers, sometimes a passing whale, Indian villages, totem poles, glaciers of opalescent hues, floating icebergs, wonderful waterfalls, indescribable sunsets, and many other magnificent sights and pleasant thrills.

Prince William Sound Cruise

TAKING in all the grandeur of the foregoing trip through the "Inside Passage," the longer tour of fifteen to eighteen days duration to southwestern Alaska includes all the more inspiring scenic wonders of the southwestern coast, Malaspina



Taku River, Near Juneau. A View Typical of the Scenery for 1800 Miles from Seattle to Seward

Glacier, Mt. St. Elias, Icy Strait and the Prince William Sound, and Copper River Country. The large steel steamships YUKON, ALASKA and ALEUTIAN are in this service. These steamers leave Seattle each Saturday morning. They call at Ketchikan, Wrangell and Juneau, in southeastern Alaska and follow the same route traversed by the Southeastern Alaska Route steamers, except that on some trips instead of passing through Wrangell Narrows they make the run between Wrangell and Juneau via Sumner Strait around Cape Decision, and through the lower end of Chatham Strait, thence through Frederick Sound and Stephens Passage into Gastineau Channel. From Juneau the vessels on this route steam into the Gulf of Alaska, through Icy Strait in sight of Muir Glacier. All around are lofty snow-wrapped peaks. In strange contrast can be found in the foreground highly colored wild flowers, and, here and there, luscious berries growing among the unfriendly bergs.

Out from this ice-studded wonder of the world's waters, on

between the towering heights that line Cross Sound the vessel steams into the Pacific and turns northwestward for a run across the great Gulf of Alaska to Prince William Sound. The air is balmy, the view inspiring. Far away to the north the mountain-walled coast rises to the sight. As pearly white as if it were a stupendous uplift of pure marble, the incomparable range stretches its snowy length hundreds of miles against the deep blue of the Alaskan sky. Mt. Fairweather, the giant of its group, is left behind. Ahead looms the gigantic bulk of old St. Elias, standing in unrivaled majesty high above its related peaks.

In these far northern waters, the traveler restfully reclining on deck in the warm sunshine, his eyes dreamily lifted to the kindly sky, might fancy a nearness to the tropics; but looking across northward to those towering sentinels robed in snow and ice, he knows that not far beyond the shore they guard is the circle of the Arctic. Stretched at his right may be a tourist distinguished in some highly developed corner of the earth, at his

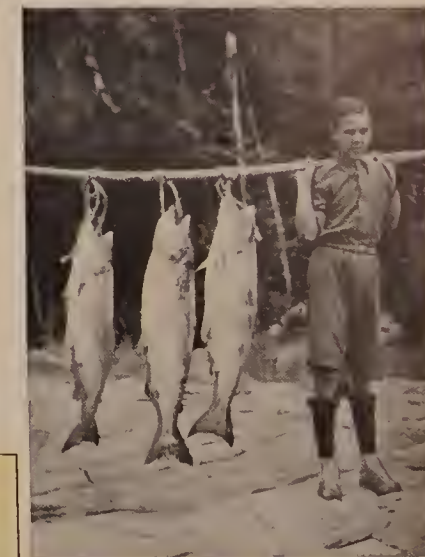
left some adventurous prospector returning to wilds beyond the walled coast line. The tourist is sensitive to the rare charms of sea and shore, but the vision of the miner, disregarding this scenic opulence, goes to rugged regions beyond, where he sees value not in the massive grandeur of formations, but in infinitesimal particles imbedded in their veins. And tourist and miner will rival one another in expressions of admiration for Alaska, as it appears to each.

The ship ploughs on through waters of ever-changing hue, past heights that are forever white. Whales come blowing to the surface to sport upon the waves or to engage other marine monsters in fierce combat; and herds of roly-poly porpoises go tumbling past. The headland that marks the way to Prince William Sound rises into view. Soon is well defined the gateway to that vast marine enclosure which calmly awaits its great maritime destiny. The westering sun, gleaming across the wide passage from sound to sea, lights the billowing waters with a flood of color, and the

vessel is riding in an element that now is violet, now carmine, now gold.

Cordova, the next port of call, is reached a few hours after entering the sound and is located on a beautiful harbor. Here, on a picturesque site, is rising a most interesting city, enjoying the fortunate combination of deep water and easy access to the great interior. Sheltered by forest and mountain, its air has the softness of a Puget Sound atmosphere. But back of it, seaming the mountain sides, are great glacial masses. Fifty miles away are two of the earth's icy marvels, Childs and Miles glaciers, which tourists are able to reach comfortably over the Copper River & Northwestern Railway, the trip affording an opportunity to see how, in the construction of this remarkable road, extraordinary difficulties were met and overcome. The railway makes one of its numerous crossings of the Copper River between the famous glaciers, and through unexpected foliage and flowers a few steps from the train brings one into close view of a most stupendous spectacle. Along the river's edge for three miles Childs Glacier lifts its colossal face three hundred feet high. From a point back in the mountains, seventy-five miles away, its gigantic body winds along slope and chasm, ever accumulating in the range and ever losing at the river, where riven tons at frequent intervals crash down to spot the water with flocs.

Valdez will be the next port of call. Leaving Cordova, the route lies across the sound to Valdez Basin, a course that inspires in the lover of nature admiration and awe. Ahead is a range arrayed in that snowy whiteness with which the traveler is now familiar. But to the starboard in stately succession come into view tremendous rocks whose castellated tops may be wreathed in snow, but whose precipitous sides exhibit the grim aspect of their native grayness. From frowning crag and dark forest depth, from shadowy inlet and the wide, empty level of the surrounding water, there comes upon the beholder a sense of great solitude, of silence infinite, primeval, mystical. Out of this wondrous silence, banishing its spell, may



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come the beating of a launch, the white man's canoe, bearing told prospectors and their grub to some hoped-for bonanza, and the imagination is diverted to play upon their fate.

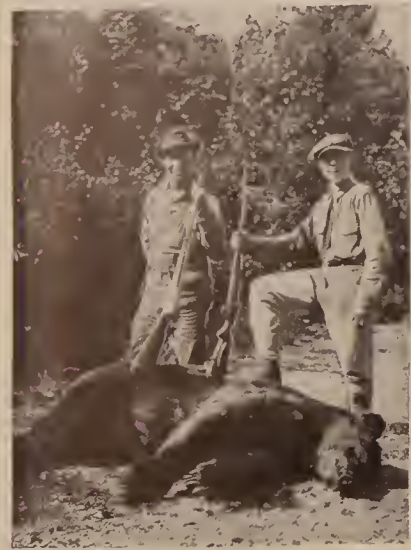
Rugged nature's pinnacled pageantry of stone and ice passes in solemn show as the steamer steams through the "narrows" to the entrance to Valdez Bay. So far as the eye may tell there is only a mountain wall ahead. But presently the veering of the vessel brings into view a stately entrance to a noble scene. Beyond is the broad bay of Valdez, encompassed by scenic charm. The slopes of lofty mountains that surround it with picturesque endowment of form and aspect are invested with a striking beauty lent by the blending of variegated vegetation and serried snow-drift, everlasting strata and fleeting cloudlet, forest and cascade. Three miles beyond comes Valdez, with its unique glacial background and big mining possibilities, the farthest-north point touched by steamers on the voyage. From here, Keystone Canyon, the beauty of which beggars description, is reached by a short automobile ride.

Columbia Glacier, during the excursion season, should next be visited by the steamer en route to Latouche, and for the benefit of Golden Belt Line Tourists is visited again southbound. This is a magnificent, live glacier, feeding into the sea, and the ship works its way through the floating ice almost to the very face of the glacier.

Latouche, a mining town, is the next port, where interest is divided between its mining operations and its rare ferns. And then, after an exhilarating ride in protected channels and on open water, past scenes of wild grandeur and patches of gentle landscape, finally through Harding Gateway to a sheltered haven,

the steamer reaches the northern terminus of the ocean route.

Seward, the Pacific tidewater terminal of The Alaska Railroad and the gateway into the interior of Alaska via that line, backed by beetling heights and fronted by its tranquil bay, has an attractive situation, and its resources are an inspiration to its builders. It is named in



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honor of William H. Seward, who, as Secretary of State, by his foresight and persistence, brought about the purchase of Alaska from the Russians in 1867.

The arrival at Seward completes the northbound leg of the Prince William Sound Cruise. The experience of the return trip happily supplements the pleasure of the outbound sailing, affording opportunities for views that were missed before, or for getting new aspects of sections already seen of this region of multiplied wonders. The scenes at the wharves are duplicated, only now the crowds are there not to welcome the boat with its newcomers, its cargo of supplies, and its precious letters from the old home places, but to say farewell to departing ones. The serrated mountain chains are the same and yet not the same, for their aspect is altered by variations of angle and atmosphere. Bay and sound and gulf are met again, but in new moods. And some night returning, if not outgoing, the familiar sky may be filmed with a surpassing splendor of the aurora borealis, seen



Auk Lake and Mendenhall Glacier as Seen on a 7-Mile Auto Drive from Juneau

here in most intense brilliance, shimmering, quivering, flashing, shooting in an instant from horizon to zenith, now ribboning the arch, now overspreading the heavens—a flood of effulgence lavished for the glory of the northern night.

With the soothing spell of the sea lulling him to indolence, the homebound traveler rests his time away, to find at the end of the delightful voyage that he has been invigorated in body and spirit. He has viewed nature in her most majestic mien. He has breathed the health-giving salt air in smooth waters. He has coasted along a treasure-laden possession of the nation, vast, undeveloped, mysterious. And his mental vision has sighted even greater things than the eye has seen.

Golden Belt Line Tour

THE Golden Belt Line Tour, as previously stated, is a continuation of the Prince William Sound Cruise, and this wonderful tour affords tourists an opportunity to view the scenic beauty of and visit the REAL Alaska—the great interior.

Tourists making the Golden Belt Line Tour leave the steamer either at Cordova, northbound, or on arrival at Seward. Those leaving the steamer at Cordova, make the trip from the coast to Fairbanks, in the interior, over the Copper River & Northwestern Railway, via Childs Glacier, Copper River Canyon, Strelna and Kennecott to Chitina, and from Chitina over the Richardson Trail by automobile to Fairbanks. The return to the coast is made over The Alaska Railroad to Seward, where connection is made with the following steamer for the return to Seattle. Passengers who leave the steamer at Seward make the trip into the interior and return to the coast in the opposite direction, traveling inbound over The Alaska Railroad and outbound over the automobile trail and the Copper River & Northwestern Railway, connecting with the following steamer at Cordova.

Leaving Seward, the most southern terminus of The Alaska Railroad, Golden Belt Line Tourists travel by trains of that line through the mountains of the Kenai Peninsula and along the

The following morning the traveler again boards the train and the final leg of the rail trip to Fairbanks is commenced. Throughout the day Mount McKinley, the highest peak on the North American Continent, is in sight. The Alaskan Range of mountains is crossed at Broad Pass and a station or two farther on the railroad skirts the edge of Mount McKinley National Park. McKinley National Park is now open to visitors during the summer months. A comfortable camp has been established at Savage River, about twelve miles in by automobile from the railroad. From this camp majestic Mt. McKinley can be seen in all its glory. Numerous trips radiate from this base camp to many delightfully interesting parts of our nation's farthest north storehouse of natural scenic beauties. And sheep, caribou, bear and other wild game have as yet not failed to be present to delight the eye and thrill the beholder within McKinley's protecting confines.

Beyond McKinley Park Station, Nenana is reached. This point is located on the Tanana River where the railroad crosses en route to Fairbanks. Here is located a 700-foot railroad bridge, one of the longest single-truss spans in the world. From here, also, during the summer months, river steamers leave for Holy Cross and St. Michael on the lower Yukon River and for Dawson on the upper Yukon in Canadian Territory.

After a few hours run from Nenana the train arrives at Fairbanks, the interior metropolis of our great northern wonderland. Fairbanks is the center of a great placer gold mining district and tourists are given an opportunity to see these mines in operation. Here, too, is located a Government Agricultural Experimental Station, and near by will be found the Alaska Agricultural College and School of Mines. Many farms will be found in the immediate vicinity of this bustling community, and after viewing the fields of grain and the vegetable gardens, the traveler is impressed with the fact that Alaska is not a country of continual ice and snow as it is generally thought of in the States.

After a day or two profitably spent in Fairbanks, Golden Belt Line Tourists who came in by way of Seward and The Alaska Railroad, commence the return journey to Seattle. The route is now over The Richardson Trail by automobile. The trip to Chitina is made in about two and a half days, stops being made en route at pioneer roadhouses for meals and for the nights. It would require volumes to describe the incomparable scenic wonders along the trail between Fairbanks and Chitina. Here the traveler finds nature at her best—mountains that seemingly pierce the sky, lakes unmarred by the breeze in whose depths are reflected the beauty of the surrounding country.

Arriving at Chitina, on the Copper River & Northwestern Railway, tourists are put up for the night. The following day is spent in making the trip by rail to Kennecott, the interior terminus of the Copper River & Northwestern Railway, where an opportunity is had for inspecting the mills of the rich copper mine located at this point. After visiting the mills, the traveler returns to Chitina for the night.





1. Deck Scene
2. Smoking Room S. S. Alaska
3. Observation and Music Room S. S. Yukon

4. Observation Room S. S. Alaska
5. Ordinary 2-Berth State Room
6. Part of Dining Room S. S. Alaska

Spacious Comfort Is the Keynote of Alaska S. S. Co. Accommodation

The following morning a Copper River & Northwestern Railway train is again boarded for the journey to Cordova. The route follows the course of the Copper River, the railroad crossing and recrossing the river many times. About the middle of the afternoon, Miles and Childs glaciers, between which the line crosses the river, are reached. Trains stop here for an hour, and after a walk of a few minutes over a short trail, Childs Glacier, in all its awe-inspiring beauty and gigantic bulk, is revealed to the gaze of the traveler. This is one of the most active glaciers in the world, performing practically continuously, huge pieces of ice breaking off of its face and falling into the Copper River, almost at your feet, with a roar that can be heard for miles. Childs Glacier, on the Copper River & Northwestern Railway, and Mount McKinley, on The Alaska Railroad, are the two greatest sights in Alaska.

By late afternoon or early evening, on arrival at Cordova, the trip into the interior will have been completed. After a restful stop at Cordova's modern hotels, the homeward journey is resumed by steamer, retracing the same route traveled outbound in making the Prince William Sound Cruise.

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In making the Golden Belt Line Tour, going in by way of Cordova and coming out by way of Seward, the points enumerated herein between Seward and Cordova, via Fairbanks and Chitina, are visited in reverse order.

Alaska General Service

ALASKA Steamship Company maintains service to Alaska throughout the year.

The foregoing deals entirely with our summer excursions to Alaska, and only too briefly and inadequately touches on the wonderful attractiveness of the tours. Alaska, however, is not, as many people may suppose, accessible only during the summer excursion season and entirely inaccessible during the balance of the year. It is true that the Seward Peninsula district in the northwestern part of Alaska, on Bering Sea, is cut off from communication by steamer with the outside world during the winter months, but the great stretch of coast territory from Ketchikan in southeastern Alaska to Seward in southwestern Alaska, is served regularly throughout the entire year by steamers of the Alaska Steamship Company.

The Alaska Steamship Company operates only on the ocean,

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but its steamers sailing from Seattle every few days during the entire year serve all coast districts of Alaska from the most southerly to the most northerly point. The exploration and settlement of such a far-away territory has been slow, and as trading posts, canneries, and towns have been established, and mines opened at different points in various parts of the territory, steamer routes have been established from Seattle to the different coast districts. And from some of the seaport towns in these districts, trails, stage lines, railroad lines, and river steamboat lines lead to the interior.

Passenger steamers operated by the Alaska Steamship Company are modern in every respect. They have hot and cold running water in every room. Some rooms have private baths. With the exception of a few three-berth rooms for the convenience of families, every room contains but two berths. Rooms are steam heated, with a reading light for each berth. The public rooms are spacious. Windows in the observation and music rooms are many and set low, making for good vision. Dancing is one of the regular diversions possible on shipboard. Smoking rooms are provided. A barber shop is also provided, looking after the needs of both ladies and gentlemen. Deck chairs are furnished free of charge. Dining saloons are equipped with tables seating six each; a few tables take care of more. Food and service is the best obtainable.

The coast district of Alaska is divided into three transportation routes, all of which are served by the Alaska Steamship Company. These are:

First—The Southeastern Alaska Route, through the famous "Inside Passage," Seattle to Skagway and return. As will be seen by reference to the Company's sailing schedule, the steamers operating on this route serve Ketchikan, Wrangell, Petersburg, Douglas, Juneau, Haines, Skagway and Sitka, sailing at 9:00 p.m. every Tuesday, except during winter months.

Second—The Southwestern Alaska Route, Seattle to Seward and return. Steamers operating on this route travel by the southeastern Alaska "Inside Passage," and call at Ketchikan, Wrangell, Juneau, Cordova, Valdez, Latouche, and Seward. Steamers are scheduled to sail every Saturday throughout the year. Sailing hour 9:00 a.m.

Third—The Bering Sea Route, Seattle to Nome-St. Michael and return. This route is open only during the summer and early fall months. Sailing schedule on request.

As stated, on these routes (except the Bering Sea Route) steamers operate the entire year, the immense sweep of coast line, Seattle to Seward, and even to Unalaska, under the influence of the Japan current, being open to navigation at all seasons.

Points in the interior of Alaska are served by the Alaska Steamship Company in connection with lines operating from coast points, as follows:

Steamers operating on the Southeastern Alaska Route connect at Skagway with trains of the White Pass & Yukon Route for interior points, via White Horse and river steamers down the Yukon. The trains between Skagway and White Horse operate during the entire year, but navigation on the Yukon is confined to the open season, which extends from about the first of June to about the first of September, for business to points below Dawson, and until about the twentieth of September for Dawson, in Yukon Territory.

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Steamers operating on the Southwestern Alaska Route, calling at Cordova, connect at that point with the Copper River & Northwestern Railway, which extends into the interior from Cordova to Kennekott, a distance of 196 miles. During the summer months Fairbanks can be reached by this route via Chitina and stages over the Richardson Trail. The Copper River & Northwestern Railway maintains regular service the entire year.

Steamers operating on the Southwestern Alaska Route, calling at Seward, connect throughout the year with The Alaska Railroad at that point for Fairbanks and all interior points.

Alaska can be reached only by steamer, and the Alaska Steamship Company is the largest steamer line operating to Alaska giving service on all routes to all sections of the territory throughout the year, and with through traffic arrangements with the principal lines operating from coast ports to points in the interior of Alaska and Yukon Territory. The Alaska Steamship Company stands, therefore, as the largest, most important, most complete, and necessary means of transportation between the United States and the great district of Alaska.

Careful reading of the foregoing, with reference to the map and sailing schedules, will enable any one to intelligently figure on a trip to Alaska, but, in addition, we will be very glad to answer any inquiries from those contemplating a visit to Alaska, either as an excursionist or otherwise.

Special folder profusely illustrating the scenic beauties of the Golden Belt Line Tour as well as folder with sailing schedules, fares, stateroom plans, sample itineraries, etc., will be sent on request therefor.

Those contemplating a trip to Alaska, should arrange their



upper deck, saloon, etc., such as "Golden Belt Line," "Prince William Sound," etc., of those for whom one in party, whether wife, daughter, or information we can give the best advantage of.

A deposit of reservations; this chase price of the

H. N. PETT
Assistant General

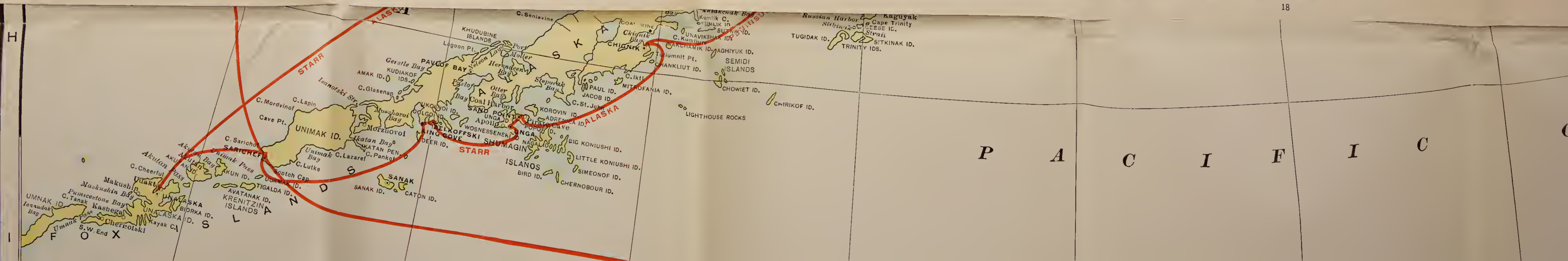
Copper River

THE southern line to as hundred miles Pacific Ocean. one mighty strait through to the



1. and 3. Scenes Along the Copper River & Northwestern Railway
2. S. S. Yukon at Columbia Glacier

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ervations. In case requests
for berth reservations are
made by telegraph, tolls
must be paid by person
making the request.

When making requests
for reservations, we should
be advised as to the
steamer and date on which
you wish to sail; accom-
modations desired; whether

upper deck, saloon deck, or steerage, as the case may be; destina-
tion, such as "Golden Belt Line Tour," "Inside Passage Cruise,"
"Prince William Sound Cruise," Juneau or Cordova, etc. names
of those for whom reservations are desired and, where more than
one in party, how to be berthed, stating relationship, that is,
whether wife, daughter, son, etc., with ages of children. With this
information we can intelligently arrange to berth passengers to the
best advantage of all concerned.

A deposit of 25 per cent of the fare is required when making
reservations; this amount, of course, being applied on the pur-
chase price of the tickets when taken up.

ALASKA STEAMSHIP CO.

L. W. BAKER
General Freight and Passenger Agent

H. N. PETERSON J. D. NELSON
Assistant General Passenger Agent Assistant General Freight Agent

Copper River & Northwestern Railway

THE southern portion of Alaska, from its eastern boundary
line to as far west as Cook Inlet, a distance of some five
hundred miles, is a mountainous district fronting on the
Pacific Ocean. In that long bulwark of mountains there is but
one mighty stream, the Copper River, that fought its way
through to the sea, forming the one and only natural, logical,



1. and 3. Scenes Along the Copper River & Northwestern Ry.
2. S. S. Yukon at Columbia Glacier



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and scientific way for a railroad between the coast and the in-
terior. And along that natural water-level route extends the
Copper River & Northwestern Railway, the pioneer Alaska rail-
road.

Its ocean terminus is at Cordova, on Orca Inlet, in all respects
the best harbor along the southern coast of Alaska. The location
of the town is favorable to the development of a big terminal
port. There is ample room for extensive railroad yards, wharves,
and ore and coal bunkers. The harbor is large enough to accom-
modate unlimited shipping. The depth of water is sufficient for
the largest vessels and yet not too deep for good anchorage. The
harbor is perfectly free from winds and ice, is landlocked and
absolutely safe from attack from the sea when the entrance
channels are properly fortified.

The road extends from Cordova up the Copper River, a dis-
tance of 131 miles, to the town of Chitina, at the mouth of the
Chitina River, which flows into the Copper River from the east-
ward, and thence east along the Chitina sixty-five miles farther
to Kennecott, where is located one of the largest high-grade
copper mines in the world. For about fifty miles from Cordova
the road runs across the Copper River flats crossing many
small glacial streams. At Mile 50 the great Copper River is
reached and crossed on a huge steel bridge spanning the river
between two glaciers, Miles feeding into the river above and
Childs below the bridge. For the next eighty miles, approxi-
mately, the road runs almost continuously along the river with
the mountains very close to the track. From Chitina to Mc-
Carthy the road follows a broad and beautiful valley with very
high mountains on each side.

Aside from its importance in relation to the industrial develop-
ment of the territory in the future, the Copper River & North-
western Railway has already taken precedence as one of the
most remarkable scenic lines of the country. Here we have
mountains and glaciers eclipsing in grandeur those of far-famed
Switzerland; the canyons, gorges, and peaks of Colorado are as
nothing compared with those of the Copper River; Lake McKinley,
Lake Eyak, and Long Lake combine more majestic scenery than
Tahoe or Crater. Towering above this picturesque arena, combin-
ing all that is sublime in mountain and marine scenery, stand,
in the distance, three great mountains: Mt. McKinley, the high-
est peak in the United States; Mt. Wrangell, active for several
years past; and Mt. St. Elias, the most picturesque of any
American mountain. Like sentinels they stand at three points
of a triangle, guarding the treasures that lie in the hills and
valleys at their base.

The Alaska Steamship Company operates the large steamships
YUKON, ALASKA and ALEUTIAN to and from Cordova,
with sailings from Seattle every Saturday morning. At Cordova,
passengers are landed directly at the wharf and terminus of the
Copper River & Northwestern Railway. While the steamers
wait, excursionists are taken by special train to Childs and Miles
glaciers and return. The trip of forty-nine miles is made in a
short time, and on the return, steamers proceed to Valdez,
Latouche, and Seward.

This trip affords opportunity of viewing some of the most
beautiful scenery of the Copper River, notably Childs and Miles
glaciers, located on either side of the river at Mile 49, where the
river is spanned by a mammoth steel bridge, set on concrete piers,

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1. S. S. Yukon
2. S. S. Alaska

3. S. S. Victoria

4. S. S. Alameda
5. S. S. Aleutian

The Alaska Steamship Co. Passenger Fleet

one of the notable bits of construction on this new railroad.
Owing to its accessibility, Childs Glacier is the one visited most
frequently. Leaving the train, a short walk takes passengers to
the bank of the river facing Childs Glacier in all its majesty and
splendor. Imagine, if you can, a solid wall of ice rising from an
opalescent stream! It is three miles long. In height it varies
from three hundred to five hundred feet. In color it is icy white,
with great streaks of turquoise blue. As the river is rushing
swiftly by, constant detonations and reports are heard, and great
masses of ice detach themselves from the glacier and fall into the
stream, causing waves to be sent whirling and swirling across
the stream and rushing up the bank to the feet of those standing
on the opposite shore. It is a sight most beautiful and fills every-
one with awe, as the masses of falling ice are as large as a modern
skyscraper in any of the large cities. A view of this wonderful
glacier is never to be forgotten.

Another interesting sight is found in Abercrombie Canyon.
During June, July, and part of August, the river is full of salmon.
It is very interesting to watch them fight their way up stream
through the rushing, boiling water. They can be caught by the

hundreds from the railroad embankment with dip net or
hook.

The Copper River & Northwestern Railway constitutes one of
the most scenic links in Alaska's Golden Belt Line Tour. This
is a trip of a week to ten days, over two railroads and a 300-mile
automobile road from the coast at Cordova to Fairbanks in the
interior and back to the coast at Seward, or vice versa. A most
wonderful, varied and comprehensive trip into the heart of the
great empire of the north.

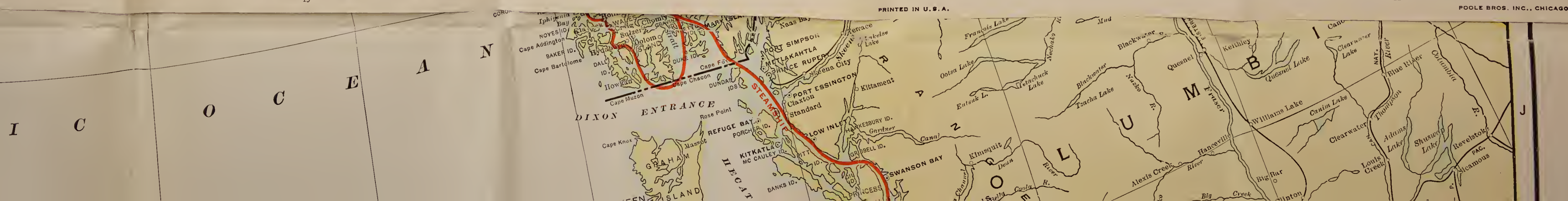
ALASKA STEAMSHIP COMPANY

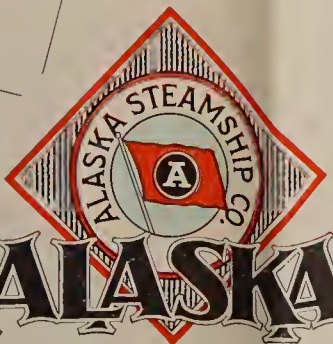
Copper River & Northwestern Railway Co.

Stephen Birch, President 120 Broadway, New York City
E. T. Stannard, Vice-President Seattle
F. R. Raiff, Vice-President New York City
L. W. Baker, Gen'l Frt. and Pass'r Agent Seattle
W. T. Ford, Secretary Seattle
C. T. Ulrich, Asst. Secretary New York City
F. A. Hansen Supt., C. R. & N. W. Ry. Cordova, Alaska

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POOLE BROS. INC., CHICAGO





**When You Think Alaska—
Think Alaska Steamship Co.**

Scale of Statute Miles
Copyright, 1917, by Poole Bros. Chicago

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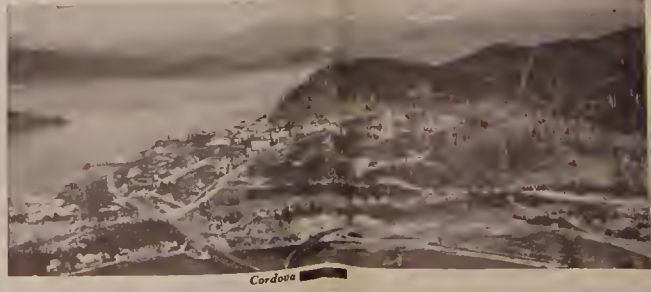
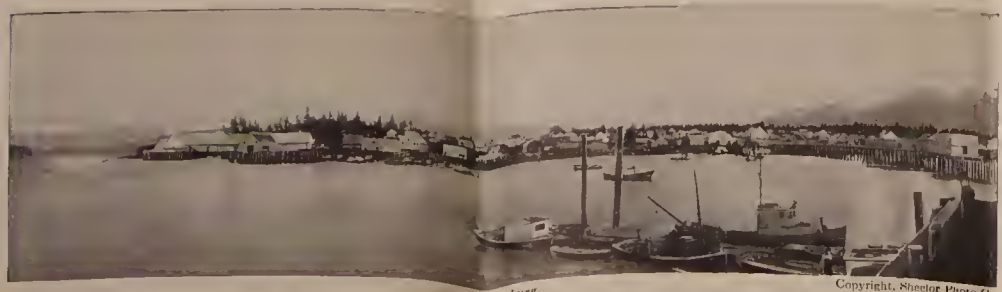




TABLE OF DISTANCES (IN STATUTE MILES)					
From SEATTLE to	KETCHIKAN	757	From SEATTLE to	CORDOVA	1599
" "	WRANGELL	859	" "	VALDEZ	1686
" "	PETERSBURG	907	" "	LATOUCHE	1783
" "	JUNEAU	1033	" "	SEWARD	1856
" "	DOUGLAS	1033	" "	NOME	2500
" "	HAINES	1137	" "	ST. MICHAEL	2620
" "	SKAGWAY	1153			

